



SIMPLY PURE CREAM.

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for THE CHINA MAIL
and OVERLAND CHINA MAIL
may be made to our agents at
the following ports:-
Canton, PATEL & Co.
Hongkong, BROCKHUIS & Co.
Shanghai, KELLY & WATSON
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Manila, A. S. WATSON & Co. Ltd.

No. 15,972.

號四十七年四十一百九千一第

HONGKONG, TUESDAY, JULY 14, 1914.

庚申年六月初四日

PRICE, 88.00 Per Month

THORNE'S No. 4, OLD VAT SCOTCH WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co. Ltd

WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, Hongkong.

FAR EASTERN SHIPPING.

Japanese and Indian Trade.

A meeting of British, German, French,
and Japanese companies concerned in Far
Eastern trade began in Paris on June 12.
Happily, an awkward situation which
appeared at one time to be threatening is
likely to be averted, says "The Times."

A difficulty arose from the intrusion of
the Rickmers Line of Hamburg, into the
trade, and when a line forces its way into
a trade against the wishes of others
resisting usually results. The lines
forming the Eastern Conference agreed
that the rates from Hamburg and Bremen
to the Far East should be cut to meet
whatever reductions were made by
the Rickmers Company; and they also
agreed that the rates from Antwerp, where
the British line had a monopoly, should be
reduced to a certain fixed level. It soon became
apparent, though, that the German rate-cutting
at Hamburg was likely to have an
indirect effect on the trade from Antwerp,
for should the Hamburg/Antwerp line
find it necessary to raise its rates to meet the
very low rates from Hamburg, it might have
been attracted to that point in place of
Antwerp, where there was no such
carte-blanche to cut the rates. At first
the German line in the Conference did not
seem to realize the importance of the point
to the British line at Antwerp, but it
is understood that an agreement on the
subject has now virtually been reached.
At the meeting on Monday all the lines
of different nationalities which form the
Conference will discuss their joint plan of
campaign in view of the Rickmers
competition.

GERMAN SYSTEM.

While Germany is not most important
competitor in Europe for shipping trade,
it is desirable that in the keen fight which
has been waged should not be concentrated
entirely on her. Every country is
developing its mercantile marine and
meaning, apparently, to do more of its
carrying trade. Germany is a dangerous
competitor partly because she is the most
systematic. Five years ago German ship-
ping experts visited New Zealand and studied
the conditions closely. They decided then
that the time was not ripe for a direct
service; but the service is to be instituted
next month. German shipping experts
have just visited Canada, and developments
in the Canadian trade must be reckoned as
a possibility of the future.

FIGHT IN THE INDIAN TRADE.

The largest Japanese company—the
Nippon Yusen Kaisha—not content with
controlling its trade between India, China,
and Japan, some time ago actually
inaugurated a service between two
purely Indian ports, Calcutta and
Rangoon. British vessels are rigorously
excluded from the Japanese coasting trade
and therefore are unable to retaliate. The
British India Company is now fighting this
attempt on the part of the Japanese line to
develop a trade between Indian ports and
doubtless will eventually succeed in driving
the company out of the business. But in
the meantime the serious state of affairs
exists that a highly subsidized Japanese
line is allowed to trade in purely Indian waters
and between purely Indian ports.

A notable incident in the Japanese com-
petition is recorded in Indian newspapers
just received. The German steamer, the
Daisy Maru, was found on arrival at the
Indian port of destination to have carried
about 80 per cent. more passengers than
her licence allowed. She was arrested,
detained for a week, and fined £1,000.
There are those who firmly believe that Japan
wishes to be one mistress of the whole of
the Eastern seas. But British enterprise, if
it is allowed to play, will be able to hold
its own.

THE GERMAN DEVELOPMENT.

One point in connexion with the proposed
new German service to New Zealand
should not be overlooked. The trade in
New Zealand has been mainly in British
hands, and German goods have, as a rule,
only got a footing there because they were
cheaper. There has been practically no
direct trade on account of the German im-
porters, and thus the responsibility for the
new development must to some extent be
attributed to British and German manu-
facturers. German shipowners are showing
remarkable enterprise, but it is generally
admitted that they are being extror-
dinarily well supported by German manu-
facturers.

CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the tem-
perature, unripe fruit, and impure
water are some of the causes of diarrhoea.
Chamberlain's Colic, Cholera and Diarrhoea
Remedy cures this bowel disturbance
promptly. For sale by all Chemists and
Druggists.

BUSINESS NOTICES.

MILKMAID RICH THICK CREAM.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

TUESDAY, 14th JULY.

8 A.M. 'HONAM.' 8 P.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

WEDNESDAY, 15th JULY.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer \$ 6.10
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 6.00

The attention of the travelling public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 19th JULY.

The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 4 P.M.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 4 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 558 Tons, and S.S. 'NANSHING,' 558 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
day at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers, 'LINTAN' and
'SANTOL.' These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (TRINITY PLACE).

Cable to Table 110.

SINGON & CO.

ESTABLISHED A.D. 1870.

IRON, STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail. Steamers, Locomotives and
Foundry. Also Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, HING LOO STREET, (Old Street, near
Central Market) Telephone No. 515.
Hongkong, September 4, 1913.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.
PERFECT SATISFACTION
Under Personal Management of
O. BOWEN, Proprietor.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railways
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Savels, etc.

AGENTS FOR:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the

Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CANTON AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCK." TELEPHONE No. 215.

"MUMEYA."

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st-CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GARDEN.

Adjoining the Tramway Station, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in 1st room, First-class Cabin, Lounge, Smoking and Ladies Rooms,
Roof Garden.

Terms—From 10 per day Mail.

Telegraph Ad: "Peak."

P. O. PEUSNER,
Manager.

GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CULINARY UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREENSLAND CEMENT CO., LD.

Poland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

newan. Tomes & Co.

GENERAL MANAGERS.

A EVENTIVE OF MALARIA OSCATINE.

INFALIBILE INSECT REPELLER.

50 Cts. \$1.00 AND \$2.50 PER BOTTLE.

Prepared Only By

TI VICTORIA DISPENSARY.

QUEEN'S ROAD CENTRAL.

ME CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS.

A

SPECIALITY.

THE ADDRESS

ICE HOUSE HONGKONG.

Bournville

"COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

CAUTION

"BOURNVILLE COCOA represents the
highest grade of authentic cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

Tins and Fancy Boxes
specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

H. Bournville, Dec. 1907.

CALDBCK, MACGREGOR & CO

(Established 1864)

for the hot weather

LEMOS

A natural Lemon Squash prepared
from FRESH LEMONS only.

\$1.00 per bottle

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
 RESERVE FUND.....\$15,000,000
 Starting.....\$15,000,000
 Silver.....\$15,000,000
 \$33,500,000
 RESERVE LIABILITY OF.....\$15,000,000
 PROPERTIES.....\$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale—Chairman,
 W. L. Patterson, Esq.—Deputy Chairman.
 S. H. Dodwell, Esq., F. C. C. Esq.,
 O. T. M. Ekins, Esq., J. A. Plummer, Esq.,
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 C. Landgraf, Esq., A. A. Wideman, Esq.,

CHIEF MANAGERS.

Hongkong—N. J. STABH.
 Acting Manager:
 Shanghai—J. D. SMITH.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months 2 1/2 per cent. per annum.
 For 6 months 3 per cent. per annum.
 For 12 months 3 1/2 per cent. per annum.

A. G. STEPHEN.

Acting Chief Manager.
 Hongkong, May 14, 1914.

HONGKONG SAVINGS BANK.

INTEREST ON DEPOSITS.

On deposits of the above Bank to be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY)
 ESTABLISHED 1824.

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HAVE YOU USED KAMINIA OIL?

(Registered.)
 The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE.—Eighty Cents a bottle net.

Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agents Choa Chook Wan, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,
 Bombay, India.

GREAT STORM IN LONDON.

HAVOC BY LIGHTNING.

Six Persons Killed on Wandsworth Common.

Londoners experienced yesterday the worst thunderstorm which has occurred in the metropolis within living memory.

The results were disastrous. On Wandsworth Common six persons—four of them little children—were killed by lightning, and five others were injured.

Elsewhere, a number of other people were struck, but, fortunately, not with fatal effect.

Widespread havoc to property is reported. At Lewisham a church was struck by lightning and severely damaged.

At Tooting-broadway a thunder-bolt struck a house and shop, passing through the building and setting it on fire. In many parts there was extensive flooding, causing serious interference with traffic.

The downfall of rain was phenomenal, and in some places there were hailstones as large as a walnut. Sir Frederick Trevelyan, who lives at "Theobald House," in the highest part of Richmond Park, states that the rainfall there was a record for London, if not for the country, since 1845.

The storm was at its height about 1.30 p.m. yesterday. As registered by Sir Frederick, the rainfall was as follows:

1.30 in 45 minutes.
 2.7 in 1 1/2 hours.
 3.2 in 2 hours.
 3.6 in 2 1/2 hours.
 3.7 in 3 hours.

Wandsworth Tragedy.

CHILDREN'S PLAY ENDS IN DEATH.

The beautiful weather in the morning had tempted thousands of Londoners to the commons, parks, and open spaces, and when the storm broke there was a general stampede for the shelter of the trees.

Thus it was that the lightning tragedy on Wandsworth Common occurred. The victims were:

George Legg, aged 5.
 Eliza Legg, aged 3.

Both the above are the children of George Legg, a coal porter, of Cuzioroad, Battersea.

Walter John Hillard, aged 3 1/2, of Currie-street, Battersea.

Miss Florence Grist, of Lander-road, Battersea.

Mr. Alfred Bettes, aged 31, tailor, Chivalry-road, Wandsworth Common, and his daughter, Florence Bettes, aged 3 1/2.

Henry Hillard, aged 2, brother of the deceased lad of that name.

Willie Budd, aged 7.

Emily Budd, aged 5.

The two latter are the children of William Budd, a hawker, of Winsley-road, Clapham Junction.

Mrs. Mundy, Steel Works-road, Battersea.

Percy West, Linderoad, Battersea-rice (sister of Miss Florence Grist, who was killed).

The victims comprised three groups, and so far as can be gathered they were

all struck down by the same blinding forked flash at five minutes past one. They were within a radius of 300 yards.

A case of "ring-of-roses."

Just before two storm the children Budd, Hillard, and Legg were seen by the constable engaged to be playing a game called "ring-of-roses" between a line tree at the side of Wandsworth-road. They had sought shelter upon the rain, and as soon as they heard the thunder they stopped their play, and huddled together close to the trunk of the tree, which is a well-known trying-place surrounded by a wooden seat.

A moment later, after ceasing their game, they were struck down by the lightning. Two children saw three of them fall, while the other two staggered at it dazed and suffering from shock.

Police-constable Englebert, who had sought shelter a little distance away, at once ran to the fallen children, and the first one he picked up, resembling his own child that he was missed into believing that it was his. When he found the youngster was in a serious condition he fainted.

He recovered a moment or two later, and several residents on the other side of the road, who had witnessed the affair, hurried across the road, and, picking up the victims, took them to Brompton Hospital. All the children were then alive, but it was seen that several were very seriously injured. Three constables and three residents, each carrying a child, took them through the blinding rain to the hospital, about 200 yards distant, and as they were turning the corner to the main entrance they met Mrs. Legg and Mrs. Hillard, who had come in search of their little ones.

Great was the mother's distress. Within an hour three of the children had passed away. Walter John Hillard expired almost immediately upon arrival.

"I FELT SOMETHING FALL."

Willie Budd was only slightly injured, and was able to be taken home. Telling his story, he said that he and his companions were having games together when the rain began, and they sought shelter under "the big tree," and were all very frightened," he said, "and got as near the trunk of the tree as possible. There is a seat round it, and some of us sat on it. When the thunder started we were more frightened than ever."

"I was sitting on the seat with my back to the trunk, when there was a big flash. I could not see anything at all, and I felt blinded. Then there came such an awful crash that I thought all the houses were falling down. I put my hands in front of me, and I felt something fall over me. I saw three of my playmates lying on the ground, and just then my right leg felt very painful. I tried to get down off the seat, but fell. Then I seemed to go to sleep."

Mrs. Mundy and his child, and Miss Grist were struck down beneath another line in the hollow, known as the "frying-pan," in Wandsworth-road. The man was found still clutching the child in his left arm. In each case death was instantaneous, and the electric fluid had stripped the bark from the tree in several places.

Mrs. Mundy was beneath an elm near Brompton-road. She had a baby in her arms when she was struck, but the infant was not hurt in the least by the lightning, nor was it injured when its mother fell. When Mrs. Mundy was picked up, the child was still in her arms, and it was taken to the hospital with her.



Neuralgia, Nervous Breakdown—

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months I am better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by Phosph This or Phosph That, but get

PHOSFERINE THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—
 The Royal Family
 H.M. the Empress of Russia
 H.M. the King of Spain
 H.M. the Queen of Spain
 H.M. the late King of Greece
 H.M. the Queen of Roumania, etc.

Prices in Great Britain: 1/12, 2/6, 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/12 size. PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIP BUNKERS, HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS FIRECLAY, STOCKS ALWAYS ON HAND.



In the Great Heat you need SANATOGEN To keep you Healthy and Vigorous.

We Europeans, after all, were not born to endure great heat. Nature did not intend us to live in such hot climates.

That is why we all suffer so much at this time of the year. Why we feel languid, depressed, irritable, and so easily fall victims to illness. And that is why our bodies need specially invigorating just now, to enable us to support the abnormal strain and to resist the attacks of disease.

There is nothing better for this purpose than a course of Sanatogen. Taken regularly, three daily, for a few weeks, it will produce a remarkable improvement in your general health, and especially in the health of your nervous system.

You will be better able to endure the heat, and to work with energy; your appetite and digestion will improve; you will sleep soundly even on the hottest nights, and you will get rid of that "nervy," irritable feeling which is so distressing to oneself and others.

Moreover, you will be much less liable to suffer from fevers, boils, liver affections, dysentery, and other stomach and bowel complaints, owing to the fact that Sanatogen greatly increases those vital elements of the blood whose function it is to destroy attacking disease germs.

Start Sanatogen To-day.

Just try Sanatogen, and you will soon be as enthusiastic about it as the writer of the accompanying letters and many thousands of Europeans in the East who take Sanatogen as a matter of course, year by year, when the hot season sets in.

Do not let your health be undermined by the heat a day longer, but go to the nearest chemist and buy a bottle of Sanatogen. One bottle will make a keen convert of you! And drop a post card, mentioning this paper, for a Free Copy of "The Art of Living," Address: A. Wulfsberg and Co., 6, Kiang Road, Shanghai.

Sir H. Hesketh Bell, K.C.M.G., Governor and Commander-in-Chief of the Leeward Islands, writes: "For a man doing hard mental work in an enervating climate, there is, according to my experience, no better invigorator than Sanatogen."

Mr. Max Pemberton, the well-known Novelist, writes: "I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever."

The Hon. Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, writes: "My experience with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year, and found it a great strengthener."

Sir Gilbert Parker, the popular Novelist, writes: "I have used Sanatogen with extraordinary benefit. It is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the body and mind."

Mr. Hall Cairns, the celebrated Author and Dramatist, writes: "My experience of Sanatogen has been that it is a tonic food. It has on more than one occasion done me good."

COMMERCIAL COTTON AND YARN.

Messrs. James F. Hutton and Co., Ltd., in their Manchester Weekly Market Report dated June 18, 1914, say:—The prices for Mid American Current Month during the week have been June 12th 7.51, 13th 7.47, 14th 7.43, 15th 7.39, 16th 7.43 and to-day at noon 7.44. Spec Mid American being quoted June 12th 7.87, 13th 7.84, 14th 7.80, 15th 7.78, 16th 7.73 and to-day 7.78.

We are a trifle easier this week although the cotton position does not alter a great deal and the general opinion seems to be that we must not look for much of a decline for some time to come. In fact prices are more likely to advance.

The weekly weather report does not indicate much improvement in the conditions although some private reports do to some extent. It however seems that the recent advances discount a great deal of damage and lateness and the unfavourable weather conditions have been made the most of, so that should an improvement set in prices might easily give way to some extent. At the moment the market is a weather market, later on the question of supply and demand will not count but at present both of these factors are said to be in the same position.

There is an undoubted shortage of decent cotton and looking at demand from the point of what business is being booked to end for a demand for the raw material there is little doubt.

Spinners' total takings of American Cotton from the beginning of the season up to last Friday was 12,738,000 bales against 12,511,000 bales to the corresponding date last year.

The Manchester Piece Goods market has not been so dull for some time. Indian orders are few in number and still less important in regard to quantity. Calcutta and Bombay have done a little but none of the larger importing centres have done anything approaching a normal trade. The Monsoon reports are somewhat more favourable this week but still could be more satisfactory and with the present prices ruling this has no doubt some effect on business. One seems to look in vain for activity in other markets and nowhere is there any business of importance reported. The quietness has had the effect of again reducing manufacturers' and spinners' margins and cloth is now very cheap, of course always bearing in mind the price of the raw material. Machinery has increased in the cotton trade more rapidly than the consumption of its output and only time will adjust the difference. Meanwhile makers have no option but to make the best they can of their losses which almost inevitably follow a boom period.

An interesting announcement has been made by the International Federation of Master Cotton Spinners and Manufacturers Association with regard to increasing the cotton supply outside America. This Association has always looked to India as being one of the most hopeful countries where a large and speedy increase in the cotton supply could be obtained and as a result of recent enquiries they are establishing a model cotton plantation in the Lower Bari Doab Canal Colony of the Punjab. It is believed by the members of the Federation that it is possible by energetic action to increase the Indian Cotton Crop within a few years to ten million bales which would benefit not only the people of India but all the cotton using countries of the World.

Mr. A. H. Gilkes has resigned his position as Master of Dulwich College, and the resignation will take effect at the end of the present term. Mr. Gilkes, who was born in 1850, was educated at Shrewsbury and at Christ Church, Oxford. He took a first class in Classical Moderations in 1870 and a first class in Lit Hum, in 1872. For about twelve years he was an assistant master at Shrewsbury, and in 1886 was appointed Master of Dulwich College. Mr. Gilkes is the author of several works, including "Boys and Masters," "Kallistratus," "The Thing that Hath Been," and "A Day at Dulwich."

Colonel Henry Alexander Vincent, for 21 years with the Central Indian Horse; then for 10 years with the 1st Cavalry Division at Bampur; since his retirement a prominent citizen of Ayr; 68. William Bell, Glasgow, the noted amateur football player and internationalist.

WILLIS AND KESTER. Sir Alexander Green, Bart., of March, known as "Black Tom," the famous horse, some time M.P. for the Glasgow Division of Glasgow, personal, 217/841. The late Mrs. Walter Brock, shipbuilder, Dunbarton, left a bequest to that town of £10,000, and his trustees have expended the money in presenting to the community a memorial suite of baths which have just been formally opened. An important Chinese department has been arranged in the Royal Scottish Museum, Edinburgh. It includes the figures, dresses, and ornaments brought from China by the late King Edward when Prince of Wales, and a collection of porcelain sent by Captain Kenneth Dingwall, D.E.O.

FIRST AID FOR WEAK DIGESTIONS.

Almost everybody experiences times when the organs of digestion show painful signs of weakness. Some slight disturbance of health starts the trouble; then the patient turns against food, and dull, heavy pains in the abdomen give warning that the stomach is unable to do its proper work. Sometimes a false craving for food arises; if satisfied, the result is additional injury. Flatulency, a drawy depression, sick headaches and nausea are other signs of indigestion.

The foolish practice of trying to drastic, weakening purgatives at such times should be avoided. Indigestion arises from stomach weakness, and the only effective method of remedy for this debilitated state is to strengthen the food's organs of digestion by supplying them with richer, better blood, so that they are made fit to perform their work. This is the true tonic treatment of indigestion, by which natural method Dr. Williams' Pink Pills achieve great results.

These Pills make the rich, new blood on which the digestive system depends, to carry on its work of assimilating food, and because of this special power, Dr. Williams' Pink Pills strengthen weak digestions, impart a healthy appetite and dispel all the painful disorders that arise from indigestion, Nervous Dyspepsia, and Stomach Disorders.

Begin to-day to strengthen your Digestion by taking Dr. Williams' Pink Pills. From the first you will enjoy a better appetite and your food will do more good. Sold by all dealers, or supplied direct by Dr. Williams' Medicine Co., 84 Sechen Road, Shanghai, one bottle for \$1.50, six for \$8.—post free.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, June 16.

KELANTAN AND THE P.M.A.

I learn (says the Parliamentary correspondent of the "Scotsman") that the inhabitants of Kelantan have sent a petition to Mr. Harcourt praying that the State may be admitted to the Federation of Malay States. The number of Europeans outside the Civil Service is small. It is almost wholly an agricultural country. Its other resources are more or less undeveloped, but its mountainous parts, which are now being prospected, are said to be rich in minerals. The trade suffers from the absence of railway communication and good harbours. The former defect will, however, shortly be remedied, as Kelantan is to be linked up with the more prosperous State of the Federation by a railway which is now in course of erection.

WATTS-DUNTON AND SCOTLAND. The late Mr. Watts-Dunton had a curiously intimate knowledge of Scottish affairs and literature out of the usual track which sometimes astonished his visitors from the North. He did not admire the Scottish manner of singing the Psalms. "The quaintness of the Bible," he once wrote, "is the Book of Psalms, and the Scottish passion for Psalm singing is not wonderful: the wonder is that, liking so much to sing, they can find it possible to sing so badly." In Psalmody the "Scottish taste is bad." But if he thought little of the Scottish version, he thought still less of the English. "The Scottish version is rough, but Brady and Tate's imitations are worse than Rous's roughness." Mr. Watts-Dunton had a special knowledge of Scottish literature in certain departments. In keen appreciation of Burns and Scott, he and Swinburne were at one. Mr. Watts-Dunton, however, surpassed his versatile friend in familiarity with the Blackwood group. He admired the fiction of the Edinburgh School, and passed in particular "The Brownie of Bodsbeath" as a singularly fine if somewhat inartistic delineation.

PROFESSOR DONALD MACKINNON, who held the Celtic Chair in Edinburgh University, is about to retire. The Royal Society of Edinburgh have awarded the Neil Prize to William Spiers Bruce, LL.D., in recognition of the scientific results of his Arctic and Antarctic explorations. The Scottish Liberal M.P.'s will celebrate the anniversary of Bannockburn with a dinner at the House of Commons. Mr. Eugene Watson will preside. According to a lobby wag, the Englishmen who represent Scottish constituencies will be welcomed, on condition that they remain silent during the patriotic speeches and the delivery of "some thoughts on Flodden."

The centenary of the publication of "Waverley" falls upon July 7. The late Mr. Walter Brock, shipbuilder, Dunbarton, left a bequest to that town of £10,000, and his trustees have expended the money in presenting to the community a memorial suite of baths which have just been formally opened. An important Chinese department has been arranged in the Royal Scottish Museum, Edinburgh. It includes the figures, dresses, and ornaments brought from China by the late King Edward when Prince of Wales, and a collection of porcelain sent by Captain Kenneth Dingwall, D.E.O.

Suddenly, at Bursbank, Alexander Street, Airdrie, Robert Scott, of Shanghai, China. Colonel Henry Alexander Vincent, for 21 years with the Central Indian Horse; then for 10 years with the 1st Cavalry Division at Bampur; since his retirement a prominent citizen of Ayr; 68. William Bell, Glasgow, the noted amateur football player and internationalist.

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His Britannic Majesty's Ships on the China Station.

Name	Class	Tonnage	Gun	H.P.	Commander	Last report at
Alacrity	despatch vessel	1850	2	9000	Comdr. Archibald Cochran	Weihaiwei
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	200	Lt.-Comdr. V. R. Brandon	Shanghai
Britannia	river gunboat	710	2	200	Lt.-Comdr. Q. D. Preston-Thomas	Hongkong
Cidmus	aloop	1070	6	1400	Capt. M. S. Fitzmaurice	Yangtze
Chalmer	torpedo boat destroyer	580	4	7500	Lieut.-Comdr. H. T. England	Hongkong
Cherub	water tank and tug	390	—	—	—	Hongkong
Clio	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Yangtze
Colne	torpedo boat destroyer	550	4	7500	Comdr. Seymour	Weihaiwei
Fame	torpedo boat destroyer	550	4	7500	Lieut. T. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Joel	torpedo boat destroyer	560	4	7500	Lieut. Comdr. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	560	4	7500	Lieut.-Comdr. F. A. H. Russell	Weihaiwei
Kinsha	river gunboat	214	4	1200	Lieut. H. D. Murray	Yangtze
Merlin	aloop	1040	—	—	Lt.-Comdr. Gibson	Labuan
Minstrel	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Comdr. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	590	—	7500	Lieut. Comdr. R. W. Wilkinson	Weihaiwei
Rosario	dopo-ship, submarine	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	25	2	810	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. F. Hutton	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. M. T. R. Maxwell-Scott	Yangtze
Tamar	receiving ship	4550	—	—	Commodore R. H. Anstruther, C.M.G.	Upper Yangtze
Tear	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Weihaiwei
Thistle	river gunboat	710	2	900	Lt.-Com. O. F. L. L. F. F. F.	Hongkong
Triumph	batship	11,985	18	19,500	Act. Comdr. A. S. Swannan	Weihaiwei
Unk	torpedo boat destroyer	590	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widggon	torpedo boat destroyer	590	—	7500	Lt.-Com. A. J. Landen	Upper Yangtze
Woodcock	river gunboat	135	2	100	Lt.-Com. M. Blackwood	Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochran	Weihaiwei
C.36	submarine	—	—	—	Lt.-Comdr. F. J. McGillicie	Hongkong
C.37	submarine	—	—	—	Lieut. J. G. G. G.	Hongkong
C.38	submarine	—	—	—	Lieut. R. R. C. Pope	Hongkong
C.39	torpedo boat	—	—	—	Lieut. Handley	West River
C.40	torpedo boat	—	—	—	Lieut. Wills	Hongkong
C.41	torpedo boat	—	—	—	Lieut. Wyndham-Quin	Hongkong
C.42	torpedo boat	—	—	—	Lieut. Newill	Hongkong

* Flagship of Vice-Admiral T. H. M. Jervis, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tonnage	Gun	H.P.	Commander	Last report at
Sabirin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovitz	Chingwangtao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Japan
Mantalan	French flag ship	9670	—	—	Capt. de Vaisseau	W. Coast of America
Decidée	French gunboat	445	10	1000	Lieut. Vanier	Shanghai
Argus	French river gunboat	180	2	570	Lieut. Demardille	Canton
Vigilante	French gunboat	123	7	500	Lieut. Lesclapart	Canton
Palme	French gunboat	130	—	—	Lieut. Collin	Tongha
Douard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tsichang Kiang
* Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boluis	Saigon
Protee	French sub-marine	—	—	—	Lieut. Boluis	Saigon
Styx	French armoured gunboat	1788	10	1700	Lieut. Guilleme-Louis	Saigon
Fronde	French destroyer	360	7	300	Lieut. Aurille	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate, de la Houille	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
Maququet	French destroyer	307	6	300	—	Saigon
Marche	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Bonicaud, Commanding the local defence force, Indo-China.						
Kmden	German cruiser	3800	22	13,500	Capt. v. Mueller	Tsingtao
Gisela	German armoured cruiser	11,800	32	26,000	Capt. Brannhauser	Tsingtao
Otis	German gunboat	900	12	1300	Comdr. Sacke	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Loring	Hankow
Leipzig	German cruiser	3250	24	11,000	Capt. Haun	Tsingtao
Luchs	German gunboat	900	10	1350	Comdr. Thierichsen	Shanghai
Nürnberg	German cruiser	3400	22	13,500	Capt. Schönberg	Tsingtao
Oder	German river gunboat	—	—	—	Capt. Lieut. Fricke	Yangtze River
Scharnhorst	German flag ship	11,900	38	26,000	Capt. von Scholz	Tsingtao
S. 90	German torpedo boat	400	8	6500	Capt. Lieut. Brunner	Tsingtao
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtao
Tingtau	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	423	4	1300	Unt. A. S. Desrois	Tsingtao
Marco Polo	Italian cruiser	2145	—	—	Comdr. Bozzo Gravina	Shanghai
S. Colombo	Italian cruiser	—	—	—	Comdr. Foschini	Shanghai
Admirator	Portuguese cruiser	1757	—	—	Capt. Leitao	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Leitao	Macao
Patria	Portuguese gunboat	700	—	—	Capt. Leitao	Macao

UNITED STATES VESSELS ON ASIATIC STATION.

Name	Class	Tonnage	Gun	H.P.	Commander	Last report at
A-2	U.S. submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	U.S. submarine	—	—	—	Ensign J. R. Mann	Cavite
A-6	U.S. submarine	—	—	—	Ensign J. L. Rihlaff	Cavite
A-7	U.S. submarine	—	—	—	Ensign B. F. Wood	Cavite
B-2	U.S. submarine	—	—	—	Lieut. B. M. Le Bounty	Cavite
B-3	U.S. submarine	—	—	—	Ensign O. Q. Wright	Cavite
Bainbridge	U.S. torpedo boat destroyer	420	7	8000	Lieut. R. A. Sprance	Cavite
Berry	U.S. torpedo boat destroyer	420	7	8000	Lieut. C. S. Keller	Cavite
Callao	U.S. gunboat	243	8	250	Lieut. W. L. Beck	Canton
Chawunoy	U.S. torpedo boat destroyer	420	7	8000	Lieut. J. C. Jennings	Cavite
Cincinnati	U.S. protected cruiser	3123	11	10,000	Comdr. J. V. Chase	Cavite
Dale	U.S. torpedo boat destroyer	420	7	8000	Lieut. V. K. Conan	Cavite
Decatur	U.S. torpedo boat destroyer	420	7	8000	Lieut. E. Darr	Cavite
Elcano	U.S. gunboat	600	4	600	Lieut.-Comdr. B. Gannon	Yangtze
Galveston	U.S. protected cruiser	3430	10	7500	Comdr. R. H. Leigh	Cavite
Helena	U.S. gunboat	1292	8	1888	Comdr. W. C. Cole	Yangtze
Monahan	U.S. station ship	1800	6	1100	Ensign R. Mann	Cavite
Monaghan	U.S. receiving ship	3960	6	3900	Lieut. F. Borchach	Cavite
Monterey	U.S. monitor	4064	4	6277	—	Cavite
Panama	U.S. gunboat	243	8	—	Lieut. B. H. Hargrove	Cavite
Panama	U.S. sea going tug	854	2	1900	Ensign H. W. Koehler	Cavite
Quincy	U.S. gunboat	300	3	278	Lieut. H. E. Shoemaker	Yangtze
Rainbow	U.S. transport	4280	14	1800	Lieut. N. E. Guss	Cavite
Samar	U.S. gunboat	243	8	250	Lieut. O. McCauley	Shanghai
Saratoga	U.S. armored cruiser	1115	14	17,401	Comdr. J. H. Dayton	Shanghai
* Flagship of Commander-in-Chief, Rear-Admiral W. C. Cowles.						
Yamaguchi	U.S. gunboat	800	8	278	Lieut. J. M. Fols	Yangtze
Yamaguchi	U.S. gunboat	1297	8	1888	Comdr. P. Babin	Hongkong
Yamaguchi	U.S. gunboat	243	8	250	Chief Boatswain, B. O. Halliwell	Cavite
Yamaguchi	U.S. transport	—	—	—	Chief Boatswain, B. O. Halliwell	Cavite

TO LET

NO. 3, SEYMOUR TERRACE on August 1st, 1914. Apply G. A. WOODCOCK, Magistrate, Hongkong, July 10, 1914. 617

TO LET

GODOWN in ICE HOUSE STREET. Apply HONGKONG ICE CO., LTD. Hongkong, May 21, 1914. 643

TO LET

FROM LET JULY,

A. S. WATSON & CO., LTD.

ESTABLISHED 1911.

AERATED WATER
MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly
suited for Tennis and Bathing Parties.

Pints \$1 per doz. Splits 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well known German spring, at
the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky
Pyetis and you will ask for it again.

Pints \$0.85 per doz. Splits \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of
Stone Ginger Beer is the favour produced by partial fermentation: without this
no Stone Ginger Beer can be said to be genuine.

Pints \$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has
helped to give this drink the popularity it so well deserves.

Pints \$1.00 per doz. Splits \$0.60 per doz. Splits.

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Pure Drugs, Patent Medicines, etc.

2A, QUEEN-ROAD, HONGKONG.

Hongkong, July 22, 1914.

The China Mail

HONGKONG, TUESDAY, July 14, 1914.

FACTORS OF SAFETY IN
AEROPLANES.

With the frequency of mortality in
aviation almost as evident as at any
other time, it is of much interest to
note that the factors of safety still
form the subject of serious considera-
tion by experts. From a recent
discussion on the subject we gather
that it is an unfortunate fact in many
ways that the determination of the
necessary factor of safety in an aero-
plane cannot be made in the same
manner as has generally been the case
in other structures. In most cases of
new types of machinery it is possible
to begin by making everything on the
heavy side, and to reduce the weight
as experience is gained. In aero-
planes this has not been possible, for
the simple reason that no experience
could be gained in an aeroplane which
would not fly, and that, in the early
days, especially, unless the very lightest

est possible construction was used,
the machine could not lift itself from
the ground with the power available.
Further than this, it does not at all
follow that the machine with the
highest factor of safety in the parts
will be the safest in the air, as it may
fly so sluggishly that it is not easily
handled, and therefore is more liable
to get into dangerous positions. It is
therefore hardly the fault of the con-
structors if in developing such a new
science as flight some failures of
wings occur, more especially as we
find that the art of flying has im-
proved so rapidly that machines
have often been flown in weather far
worse than was contemplated when
they were designed.

The question of the proper margin
of strength is, however, a most im-
portant one, and we have several
times referred to it. The usual
method of stating the margin of
strength of a machine has been to
state a "factor of safety," this being
the ratio of the calculated breaking
stress to the static stress produced by
the weight of the machine in level
flight. It has been pointed out that
this was not the most satisfactory
method, and that it would be better
to estimate as far as possible the
greatest load which was likely ever
to be brought on the wings, and to
design the machine with a limit of
working stress at that load. Data
from which to calculate the maximum
load were at that time not easy to
get, but from what was available we
suggested that the load on the wings
in flight might, under the circum-
stances of flattening out after a steep
dive, be at least 12 times the static
load, and possibly 15 times. Any
factor of safety stated should therefore
be the ratio of this to the breaking
stress. At the time it appeared to be
considered that this was a very high
estimate, and at least one maker has
stated that it was impossible, under
any circumstances, for the load on the
wings to exceed 22 times the static
load.

Since that date a great deal of
experimental work has been done, as
well as much flying. A communication
of the War Office, published by our
contemporary, *Flight*, dealing with
the question, is therefore of consider-
able interest. In this the facility of
stating factors of safety by comparing
the breaking stress with the static
load is pointed out, and the im-
portance of taking the greatest prob-
able load as the starting point is
emphasised. An attempt is made to
estimate the greatest probable load
from the experiments on planes and
the probable conditions of flight.
Thus it is estimated that the effect of
a gust may be to increase the load
on the wings to four times the
weight, while the effect of banking
may increase it to 1.4 times. These
might come together, when the load
would be 5.6 times the weight. It is
considered that in the case of a steep
dive the load due to flattening out
might be eight times the weight,
though it is stated that with proper
care in flying this should not exceed
six times the weight. It will be seen
that these estimates slightly exceed
those we made, though the method
of estimating them is very different.
It is stated that the ratio of breaking
load to static weight, in actual
machines which have been placed
before the Advisory Committee for
Aeronautics vary from 3 to 7. In the
case of machines having the lower
figure being flown in bad weather,
therefore, a failure of the wind would
hardly be surprising.

Dealing now with the factor of
safety, the Committee consider that
in the near future this should not be
less than two, taking the maximum
load at six times the static weight.

SOCIAL AND PERSONAL.

H.E. the Governor has consented to
become patron of the Hongkong Amateur
Athletic Federation.

Sir Haviland and Lady de Saumarez,
who arrived from Shanghai by the French
mail, are the guests of Mr. H. G.
Stephenson at the Cliff.

Lance Sergeant Sutton, Patterson and
McKee of the Hongkong Constabulary are
expected to arrive in the Colony on Wed-
nesday from Home leave.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The 20th Punjab went into camp on
the Hong-kong reclamation to-day.

The new sister ship to the M. M. Minor
Paul Leont will leave Marseilles on Novem-
ber 13 for the Far East.

A bag containing bathing apparel
valued at \$21 is reported to have been
stolen from a chair.

For racing ponies at Nathan Road on
Sunday, two Chinese were to-day fined \$5
each by Mr. Melbourne.

The troopship for Hongkong and the
other Far East stations is expected to leave
Hong early in September.

For manufacturing opium dross, a
Chinese from West Point was fined \$100
or three months imprisonment.

A couple has been sent to Hospital
suffering from injuries received during the
construction of a ship at Messrs. Bailey &
Co's yard.

The Engineer of the steam launch
Lai Yick has reported that someone stole
from his jacket watch, chain and pendant,
valued at \$24.

The report of the Indo-China S.N.
Co's 33rd ordinary general meeting, held
in London on June 12, will be found on
pages 2 and 3.

The R.E. Land Investment Co. is
paying an interim dividend of \$3.50 per
share; and the West Point Building Co.
an interim of \$2 per share.

The General Officer Commanding in
Chief the Married Quarters at Kennedy
Road and Queen's Road yesterday, and the
buildings at Wellington Barracks to-day.

The new cargo boat Tjikembang, now
building in the De Schelde yards at Flis-
shing to the order of the Java-China-Japan
Lijn, will leave there for Amsterdam early
this month.

Mrs. Selma Lagerloef, who was
awarded the Nobel Prize for Literature in
1910, has been elected one of the eighteen
of the Swedish Academy. She is the first
woman to be received into the Academy.

The ironclad Egmont, the first
ironclad built in a British naval dockyard,
was towed to the Nore recently from
Malta. She was built fifty years ago and
served as a flagship in the Mediterranean.

It is now clear that the damage caused
by the bomb explosion in Westminster
Abbey was quite unimportant. There are
signs, however, says the "L. and O.
Express," of an increase of militant
activity, and of a strong feeling of public
hostility towards the women.

Owing to the failure in health of the
American Consul there was no official
celebration on the part of the American
community in Singapore of the "Glorious
Fourth" of July. The American Consul's
health is such as to render his departure
on leave a necessity within the next few
days.

An examination for Crown Sergeants
will take place to-morrow evening at
Queen's College. There will be 14 candi-
dates from the Hongkong Constabulary
and the examination will be conducted by
the Captain Superintendent of Police,
assisted by Deputy Captain Superintendent
King and Assistant Superintendent
Sayer.

Mr. Wood to-day fined a Chinese \$1000
for being in possession of \$150 worth of
Government prepared opium, including 11
bags of opium dross. Defendant was ar-
rested at the Kowloon Ferry with the
opium concealed in his coat. He was
apparently on his way to Canton, yet he
had no money with which to pay his fare.

Twenty-six cases of plague, of which
nineteen ended fatally, were reported last
week; all the patients were Chinese. The
cases notified this year number 2,093, and
the deaths 1,939. The other notifica-
tions last week were four of enteric fever
and three of paratyphoid fever. In either
case one of the patients was British.

SPORTING.

Water Polo.

The 87th Co., R.G.A., gained another
big win in the "Gascogne" League at
Stonecutters Island yesterday, when they
defeated the "C.C." D.C.L.L. by 8 goals
to nil.

Lawn Tennis.

The last semi-final match in the R.G.A.
Sergeants' Sports Club, mixed doubles,
tournament took place at Victoria Barracks
yesterday evening. The first set was well-
contested, Sergt. Major Harris and Mrs.
Cullen (score 40) defeating O.M. Sergt.
Pabbege and Mrs. Pabbege (score 10) by
6-4. The same players won the second set
easily by 6-2, thus qualifying for the final.

FULL COURT OF
APPEAL.

SALE OF CHINESE CANNON.

In the Full Court of Appeal to-day
before Sir Haviland de Saumarez (Chief
Justice of H.E.M. Supreme Court in
China) president, Mr. Justice Gompertz
(acting Chief Justice) and Mr. Justice
Hendland (Puisne Judge) a motion was
made in the action of the Great Western
Smelting and Refining Company (plaintiff)
versus Francisco Pereira Marques (defen-
dant) for an order setting aside the judgment
of the Chief Justice in favour of the plaintiff,
with the costs of the appeal and in the
court below. The application was made by
Mr. E. H. Pollock, K.C., with whom was
Mr. F. C. Jenkins (instructed by Mr. Leo
D'Almeida & Castro); and opposed by Mr.
E. H. Sharp, K.C., with whom was Mr.
Eldon Fokier (instructed by Mr. Benia,
of Messrs. Wilkinson and Grist).

Under a contract with plaintiffs (respon-
dents) Arndt and Company of Hongkong
agreed to supply to plaintiffs certain iron
brazons cannon lying in various places in
Kwangtung province. The Chinese
Government, from whom the concession was
obtained, required a deposit, and plaintiffs
paid a deposit and Company the sum of
\$200,000, Hongkong currency, which was
to be repaid by agreed amounts
deducted from the value of each shipment.
Appellant guaranteed the repayment of
this sum of \$200,000. Arndt & Co.
failed to complete the contract and went
into liquidation. Plaintiffs sought
judgment against the guarantor for the
balance due under the contract, about
\$85,000 odd.

The amount of the judgment which
appellants seek to have reversed is about
\$85,000.

Mr. Pollock K.C. said he proposed to
argue this appeal on one issue only, practi-
cally, which was: have the plaintiff, who
are respondents in this appeal, proved that
the defendant is liable to pay anything
under contract of guarantee? He sub-
mitted that the answer to the question
the burden of proving which must rest
on the plaintiff, must be in the negative.
If their Lordships were with him on
that point it would be necessary for the
Court to go further, and to decide in
any way any of the numerous special
defences raised in the statement of defence.
He thought that when he had only gone a comparatively
short way with the case their Lordships
would see that the appellant's case was
not strong upon the issue in regard to which
the burden of proof lay with the plaintiff,
that the appellants must succeed; and if
they must succeed on that issue all the
special defences could be swept on one side.

Plaintiffs in the action were suing upon a
contract of guarantee, and it was not until
the round figures of \$85,000. The circum-
stances which led up to the giving of the
guarantee were, briefly these: A Chinese
named Wong Lau San, apparently at the
suggestion of Arndt and Company, the
principal defendants under the contract, ap-
proached the Kwangtung provincial
Government in regard to a speculation
in bronze and iron. The idea was that a
contract should be made by Wong Lau San,
who was living in Canton and trading
for the style of King Sang and Co., with
the Republican Government of Kwangtung,
the subject matter of the contract being
the bronze and iron cannon in the province.
The prices to be given for these
did not appear in the contract, but to
be fixed by certain prices agreed upon
between the parties. There was to be a
deposit by Wong Lau San of \$200,000, the
Chinese currency. Mr. Pollock then re-
ferred their Lordships to a document assign-
ing all Wong Lau San's rights under the
contract to the principal defendants, Arndt
and Company, which provided that Arndt
and Co. were to put up the \$200,000 required in
the agreement. An important document in
this case was an agreement between the
plaintiffs and Arndt and Co. which led up
to the guarantee. In it the latter agreed
to be bound by the terms of the contract
made by Arndt and Co. and to be bound by
the terms of the contract made by Arndt
and Co. and to be bound by the terms of
the contract made by Arndt and Co.

As soon as he saw what had happened,
he took measures to have all the means of
access to the docks closed and watched
the man who had stabbed the deceased
had not been found.

A dock watchman testified to searching
the yard. Near a chimney he found pieces
of brass wrapped in a bag. He also found
an umbrella which belonged to deceased.

Acting Inspector Angus said he had been
unable to ascertain who had stabbed the
deceased. Enquiries were still being made but
the police could not get anybody to give them
evidence, a reward would be offered and
they might get something that way.

The finding was that deceased was stab-
bed by a person who had not since been
identified.

the guarantee. Another point clear was
that on the date of the guarantee this
\$200,000 had come out of the deposit with
the Chinese Government. We submit that
prior to the date of the guarantee, con-
sidered, the position of affairs was that
the plaintiffs had a right of action against
Arndt and Co. in tort for converting
this \$200,000. The position was
that this \$200,000 was a liability, al-
though independent of the carrying
out of the contract by Arndt and Co., and
altogether independent of the ship-
ments of bronze and iron for the purpose
of fulfilling it. Plaintiffs had treated this
as a liability of Arndt & Co. to repay these
amounts. Their attitude had been con-
sistent throughout, but it put them out of
court when they brought this action on the
footing that this \$200,000 was payable in
pursuance of the agreement. It was
perfectly obvious from Pink's letters that
this was treated as an independent tort by
Arndt & Co.

Counsel pointed out that the whole of
the money in the hands of the Kwangtung
Government had been returned, and his
submission was that the amount rep-
resented by the difference of exchange and
the sum previously returned to Li Mau Chi
did not fall within the letter of the contract.
He quoted authorities bearing on his sub-
mission that the contract must be very
strictly construed.

The President observed that the way
plaintiff put his case against defendant was
that he had an account which showed
\$85,462 due against defendant. Mr. P.
proved that these two amounts should come
off there was still a balance due. The
President asked if defendant could not
call the other side into Court to justify
their verdict.

Mr. Pollock submitted that he could.
The President: All we have to say is that
so far we have seen no reason for dissenting
from the decision of the learned judge in
the court below.

Mr. Pollock said he had an alternative
argument: this agreement for the sale of
bronze and iron had never come properly
to an end at all. The agreement of July
31, 1912, would not in the ordinary course
of events have come to an end until July
31, 1914. In point of fact the agreement
did not come to an end through any default
of Arndt and Co., and in point of law
defendant never guaranteed that Arndt
and Company would carry through this
agreement, nor did he guarantee that
Arndt and Co. would continue to ship all
the old bronze and iron in the Kwangtung
province.

Mr. Sharp, in answer to the President,
said this was not part of his case. Mr.
Pollock said he did not intend to do a
deal of argument on the question of
arrangement of time between Arndt &
Co. and certain of its firm's creditors, and
added that the agreement should never

THE TAIKOO DOCK
MURDER.

THE INQUIRY.

Mr. Wood this afternoon conducted an
inquiry into the circumstances surrounding
the murder of a Chinese detective at
Taikoo Dock about noon on Saturday, July
4th. The deceased had been placed on
special vigilance duty in consequence of
numerous petty thefts at the docks, and on
the day mentioned he was fatally stabbed
through the heart by a miscreant who
escaped arrest.

William Henry Morris, a draughtsman
at Taikoo Dock, residing at 2 Carnarvon
Villas, Kowloon, in the witness box, said
on Saturday, July 4th, he was on his way
out of the works to go to lunch. Walking
by the side of the blacksmith's shop, he
saw a man run out about the corner. He
ran passed witness and was being chased
by the deceased who also came out of the
shop. The fugitive disappeared through
another door in the shed and the detective
collapsed on the railway line. Two Euro-
peans were waiting up behind and saw
there was something wrong. Blood was
coming from the man's body and was
to be seen on the railway.

Witness added he did not have much
chance of seeing the fugitive. He would
not be able to recognise him, as to him the
Chinese were all very much alike.

Answering Mr. Wood, Mr. Morris said
he had been in the Colony twelve months.
Medical attention was secured for the
deceased, but he died in about five minutes.
Dr. Kennedy, Medical Officer of the
Public Mortuary, said he saw the body the
day after the murder. There were three
wounds. The first was on the chest on
the left side half an inch
above the breast and 1 1/2 inches wide.
It was clean cut and deep. The tracing
it witness found that the instrument had
penetrated the lung and entered the heart.
That was the most important and fatal
wound and had been caused by a double
edged knife with a point.

The second wound was on the right arm
upon the outer side of the muscle of the
arm between the elbow and shoulder. It
was three quarters of an inch in length
and was presumably a stab. The third
wound was on the right wrist and was two
and a quarter inches in length and of a super-
ficial character. It was made by the blade
of a cut-throat razor. The cause of death
was hemorrhage from the wounded lung.

Dr. G. D. R. Black said he received a
telephone call to Taikoo Dock and on
proceeding there found the man lying on
his back. He noticed a wound in the
region of the heart and another on the
right wrist. Deceased was alive but
unconscious and died within a minute of
witness arrival.

A messenger boy said just before the
murder he heard a whistle blown. He
sat up from a lying posture and saw the
deceased, fall on to the railway line. De-
ceased was moving hastily but not really
walking. Witness saw no one else running.

Sergt. Angus said if the witness was
wakened he must have seen the fugitive, as he
ran in the door when witness was laid out.

Witness said he only saw the deceased.
Sergt. Angus remarked that the witness
and others were reluctant to give any
assistance. Witness had already told them
that he was a different story.

Mr. Bird, Inspector of the Dock, tele-
phoned regarding the tragedy to the
Police, and the body was removed.

As soon as he saw what had happened,
he took measures to have all the means of
access to the docks closed and watched
the man who had stabbed the deceased
had not been found.

A dock watchman testified to searching
the yard. Near a chimney he found pieces
of brass wrapped in a bag. He also found
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GYMKHANA NOTES
AND TIMES.(Specially Written for the "China
Mail.")

Should no more rain fall between now
and Saturday the Gymkhana will no
doubt take place and should prove very
interesting and let us hope profitable to
some of us who are urgently in need of
funds. Since the May Gymkhana there
have been many casualties and turn-outs
amongst the starters and also winners
at that meeting. Sir Galahad is under
a cloud and is resting. I hear he is
troubled with a leg; Tango too has gone
under the weather and has been turned
out to grass; as also has Sci Kwa, Brown
Boy, Somerset, Crown Aster and others.
The field will no doubt be small, but
quality will make up for quantity. The
most improved pony of all is Rosario,
who I have reason to believe, will show
them the way in the Gymkhana Stakes,
despite the prowess of the Chief. This
latter pony has settled down, his man-
ners have improved and he is gradually
filling out with muscle in the right
places; he should eventually develop into
a class pony. "Fiddle Bird," I under-
stand, has been improving well, but
does his work in the evening, so I have
misled his performance. He had a
commanding lead at one time in the
last handicap he started in and really
looked like pulling it off.

Punch moved nicely over a mile this
morning, though the time was not good,
2.22 last quarter 35. Rosario (Hick-
man) went a "slow canter" over a
mile and a half in 3.40, last quarter 59.2.
Valentin's performance (Sedgwick) was
also good, though he too was not ridden
out; 1 1/2 miles, 3.35. Roman's mile
(boy) up was the best time down and
his style also pleased those who fancy
him for the "Stakes." The "clocks"
showed 2.18, last quarter 32. Mascotte
(Pope) in an improving pony and put
up a game finish to a mile gallop; 2.22.
32.2. Fiddle Bird I hear is going very
well.

The times taken were—
Punch (boy), 1 mile, 2.22, last 1/4, 35.
Rosario (Hickman), 1 1/2 miles, 3.40,
last 1/4, 59.2.
Clwyd (Gard), 1 mile, 2.25, last 1/4,
32.3.
Amun Ra (Gogg), 1 mile, 2.23, last 1/4,
33.
Dunin (Hickman), 1 mile, 2.27, last 1/4,
34.

Vadgon (Sedgwick), 1 1/2 miles, 2.52,
last 1/4, 35, best Mallick (Ferguson).
Roman Chief (boy), 1 mile, 2.18,
last 1/4, 32.
Monarch Dahlia (Seh), 1/2 mile, 1.07,
35, 33.
Pogues (boy), 1 mile, 2.27, last 1/4,
33.2.

Matchlock (Clarke) and Lorenzo
(Pope) dead-heat, 1 1/2 miles, 3.02, last 1/4,
34.2.

Fluke (McGillivray) last three-quarters
finished in front of Goode Hop (Clarke),
1 mile, 2.19, last 1/4, 34.

Mascotte (Pope), 1 mile, 2.21, last 1/4,
32.2.

THE MAGPIE.

BANK CONSPIRACY
CHARGE.

PRISONERS AGAIN REMANDED.

The remanded charge of conspiring to
defraud the Hongkong and Shanghai Bank
of divers sums of money, against Antonio
Remedio, a former clerk at Messrs. Jardine,
Matheson and Co., and Reginald Oliver
Gardner, a clerk at the Bank, was pro-
ceeded with this morning before Mr. Wood,
at the Magistrate's.

Mr. Lewis (Messrs. Johnston, Stokes and
Associates) presented the Mr. J. E. Gardiner
and Mr. Crew (Messrs. Hastings and Hast-
ings) defence.

The proceedings were again formal. Mr.
Lewis asked the Magistrate to grant a
further week's remand.

Mr. Crew said he understood his Worship
was prepared to do that and that Mr. Lewis
would next time ask for a date.

Mr. Wood asked Mr. Lewis when he
thought he would be ready to proceed and
Mr. Lewis answered that after the next
remand he would ask for a date to be fixed.

Prisoners were then remanded until
Tuesday 10 o'clock, bail being fixed as be-
fore—\$20,000 each.

Here comes to an end; and the deliveries should
have gone on.

The President: Why didn't you go on
delivering them? I don't

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BRITISH NAVY.

SUCCESSFUL TEST MOBILISATION.

LONDON, July 14. A test mobilisation of the Third Fleet at Portsmouth showed a state of remarkable preparedness, as not a man was missing.

INTERNATIONAL LAWS.

TENNIS.

LONDON, July 14. In the Davis Cup Contest at Folkestone Decimus and Germot (France) beat Roper-Barrett and Mavrogordato (England) 6-3, 5-7, 7-5, 6-4.

THE ULSTER PROBLEM.

BOYNE CELEBRATIONS PASS QUIETLY.

LONDON, July 13. At Belfast, in fine weather, the celebrations of the Battle of the Boyne were carried out yesterday with great enthusiasm. About 50,000 participated in a procession to the City. Sir Edward Carson, K.C., M.P., who was leading the procession, was greeted with tremendous ovations. The military were confined to their barracks.

The Ulster Champion's Offer.

LONDON, July 13. Sir E. Carson gave the Government the alternative to grant Ulster a "clean cut" or to fight.

LATER.

The Orange celebrations, so far, have been of a most peaceful character, despite popular excitement at Derry.

Sir E. Carson in a speech at Belfast on Sunday afternoon said that the Government would never crush the Ulster spirit and very shortly Ulstermen would recognise only their Provisional Government unless they were left alone. He emphasised that Ulster would win because "God would defend the right."

The speaker received an ovation and a resolution of devotion to the King was passed.

ALCOHOL AS MOTOR FUEL.

AN IMPERIAL SCHEME.

LONDON, July 13. The Imperial Motor Transport Council has appointed a Committee of experts to investigate the possibilities of the employment of alcohol as motor fuel which would render the Empire independent of foreign fuel supplies and give a great impetus to agriculture and in the development of new countries would mean improved transport facilities.

It is estimated that the researches would cost 25,000 per annum for five years. Appeals for funds are being made. Lord Craze, Secretary of State for India, and Mr. Harcourt, Secretary of State for the Colonies, have written letters heartily endorsing the view that the question is one of national and imperial importance.

OBITUARY.

LORD ELLESMERE.

LONDON, July 13. The death is recorded of the third Earl of Ellesmere at the age of 87. His Lordship was Hon. Colonel of the Duke of Lancaster's Own Yeomanry Cavalry and 7th Battalion Manchester Regiment. He was a large landowner.

THE ALBANIAN CRISIS.

LONDON, July 13. A telegram from Reuter's correspondent at Durazzo states that the insurgents have captured Berat.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. It is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH POLITICS.

THE AMENDING BILL.

LONDON, July 14. The House of Lords have concluded the Report Stage of the Amending Bill. They inserted an amendment establishing proportional representation in regard to the Dublin Parliament.

An Autumn Session And A Big Programme.

In the House of Commons, Mr. Asquith announced that there would be an Autumn Session. He hoped that Parliament would rise some time in August. He would ask the House to pass the necessary financial business, the Irish Amending Bill and the Indian Budget, the House of Lords Reform Bill and perhaps a Housing Bill. In the new Session they would deal with Revenue and Valuation Bills and the allocation of grants to Local Authorities, so that they could be included in the Estimates of the next financial year. He hoped the Amending Bill would be taken next week, as the matter required a good deal of consideration.

BISLEY SHOOTING COMPETITIONS.

AN AUSPICIOUS OPENING.

LONDON, July 14. The Shooting Competitions at Bisley were opened in sunshine.

There is this year a great Empire-wide gathering, and already there are 992 entries for the King's Prize.

THE MEXICAN TURMOIL.

REPAIRING THE RAILWAY.

LONDON, July 14. A telegram from Vera Cruz states that the work has been started of repairing the gap in the railway between Vera Cruz and the capital.

Huerta's Absolute Surrender Demanded.

A telegram from Washington states that General Carranza officially notifies that the United States and he will not enter into any mediation with Huerta, but that they will insist upon absolute surrender.

AUSTRO-SERBIAN RELATIONS.

LONDON, July 14. A telegram from Vienna states that the Austrians in Belgrade were in a panic on Saturday night in consequence of rumours that the population intended to avenge the anti-Serbian excesses at Sarajevo. Many fled to Serbia, while others took shelter at the Legation and the Consulate. Nothing happened.

THE UNSPEAKABLE SUFFRAGETTES.

EXPLOSIONS AND MAIL BAG FIRES.

LONDON, July 13. The Suffragette outrages during the week end include the following:—

An explosion occurred in a mail-bag between Blackpool and Manchester and six other bags were ignited. The mail van was also ignited and a guard was badly burned in extinguishing the flames.

Blaby Station, Leicestershire, was burned.

A woman was arrested in the act of igniting the fuse attached to a bomb in the Church of St. John the Evangelist, Westminster.

The total damage caused by Suffragette outrages since the beginning of 1913 is given as £384,000. This does not include the damage done to pictures, &c., which cannot be replaced.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them; as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

FRENCH ARMY SCANDAL.

UPROAR IN THE SENATE.

LONDON, July 14. A telegram from Paris states that on the Senate discussing the Bill authorising the grants for National Defence, the Report of the Senate's Army Committee declared that there was insufficient ammunition for the guns and a shortage of 2,000,000 pairs of boots. If war broke out, he said, the soldiers would have to proceed to the front with one pair of thirty-year old boots. The artillery was inferior to that of the Germans the former not having been improved since 1875.

M. Messimy admitted that most of the Report's statements were correct (Sensation and uproar).

M. Clemenceau said that he had not attended such a heartrending sitting since 1870.

The proceedings were adjourned.

ALLEGED HIGHWAY ROBBERY.

INDIAN SOLDIER CHARGED.

The charge of attacking and robbing a Shantung silk dealer, on June 30th, brought against a Sepoy of the 26th Punjab at Rennie's Mill was proceeded with this morning.

The dealer, it will be remembered, was alleged to have been attacked, robbed and gagged by three Indians, one of whom was subsequently arrested at the Barracks, near Rennie's Mill.

Defendant, on oath, declared he did not rob the complainant. On the morning of the robbery he was lying sick on his bed and reported himself sick at noon. He went to the orderly non-commissioned officer who told him to wait a little as he had some urgent work to do. He waited on his bed until 3 o'clock in the afternoon.

The prosecution argued previously that the robbery and robbery could not have taken place later than 3.30 p.m. Defendant added that he was suffering from fever.

Mr. Wood: It would have been possible for him to commit the robbery and be back in the lines at 3 o'clock.

Mr. Sayer (prosecuting) said it would be possible.

The charge was again remanded until to-morrow at 11 a.m.

CORRESPONDENCE.

(We do not necessarily acquiesce in opinions expressed by correspondents.—Ed.)

(To the Editor of the "China Mail.")

A CHALLENGE.

Sir,—At the City Hall on the 18th day of October, 1912, J. G. G. Moyle performed the feat of lifting 188 lbs. (human lift) from the floor above the head with one hand for the World's Amateur Record at 84. 12 lbs. Now after nine months Mr. James Evans, E.K.C. and M.S.B. Company, Hongkong, has taken the trouble to write to an English sporting paper to know whether this feat was actually performed, with a challenge to me to lift regulation barbells. May I ask Mr. Evans through the "China Mail" why he has taken all this trouble of writing to England, etc., when J. G. G. Moyle has been here in Hongkong. A challenge here in our local papers would have saved quite a lot of time and trouble. In regard to my feat of 188 lbs. one hand, I ask Mr. Evans why he did not step on to the stage when it was announced that anyone of the audience (which numbered about 800) could step on the stage and see my assistant, whom I lifted, weighed. If Evans can find time to look me up I will lift him 200 lbs. one hand.

I have already offered to lift heavy barbells against him for \$200; this he refused. Then I offered to lift him for sport but nothing came of it. Now, once and for all, I don't want paper talk, I want to do things not try and make a name in paper. My weight is present in 84. 0 lbs., Evans' weight is 114 lbs. (what a difference). I am still willing to come to terms with him and am open to meet the best lifter in the world at 84. 12 lbs. at human lifting and so, prove my claim to the title of world's amateur human lifter. I am also open to meet the best wrestler in the Colony, live or take eight pounds.

Yours, etc.,

JOJO G. G. MOYLE.

World's Amateur Record Holder and late pupil of Thomas Inch. A Co., 2nd Duke of Cornwall's L.I., Poole.

CAN YOU AFFORD THE RISK?

WHERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor can possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Druggists.

THE WEST RIVER FLOODS.

MR. WOOD'S REPORT.

The following is the report of Mr. A. E. Wood, First Assistant Secretary for Chinese Affairs, submitted to H.E. the Governor, Sir P. H. May, K.C.M.G., on the conditions of the districts affected by the recent West River floods:—

On Friday night, July 3rd, I went up to Canton with a letter from His Excellency to H.E.M. Consul-General and instructions to inquire into the question of Hongkong co-operation with the Chinese authorities in flood-relief.

On Saturday morning, July 4, Mr. Jamieson arranged for me an interview with Lung To Tuk. Lung To Tuk showed himself grateful at the prospect of Hongkong assistance and promised to help us in every way possible. In the afternoon, I was received by the leading managers of the Kan Toi Kung Shu, the Canton Relief Society, and it was decided that Hongkong relief would be most suitably administered from Shiu Hing westwards. The Relief Society has already done, and is doing, excellent work in the immediate relief of distress, and it is assisted, and to a certain extent supervised, by a Government institution, known as the Chai Chan Chu, or relief canvassing department, which is in the capable hands of Tang Yiu Kwong, the chief of the land police. A joint body, the Tai Chi Yin Kan Shu is practically sending in this connection an ever-ready society formed by the country of Canton, to supervise the Kan Toi Kung Shu. It is difficult to get exact figures of the money at the disposal of the Kan Shu, but there appears to have been a balance of \$70,000 from the 1908 relief fund. In addition, the Canton Government has granted \$50,000, and the Noto-Turning Society has transferred \$80,000 worth of Canton notes out of those which should theoretically have been destroyed. Putting the value of these notes at a rough \$40,000, a total is obtained of \$240,000. To this must be added recent subscriptions from Canton merchants, which are estimated at a little over \$10,000, making a grand total of \$290,000. The Kan Shu is said to have \$40,000 left in hand, so it must have spent \$250,000 already.

That the destination reaches very far up the river is shown by a telegram from Nan Ning from Cheung Ming-Kai, the Civil Administrator of Kwong Shui, which Lung To Tuk showed me asking urgent help for 10,000 piculs of rice. On July 4th 5,000 piculs had already been sent up to him.

On Sunday, July 5th, Lung To Tuk invited H.E.M. Consul and Messrs. Chan Shiu Koi, Lam Hong Lian, and Tong Yau Chun, directors of the T.W.K. and myself to Hsin, where we met several members of the Kan Shu, the head of whom was Tsun Sai Ngon, Yin Ka Chi, financial commissioner, who is connected with Chan Chan Chu and Lung Yiu Pak, whose title is Tuk Pan Shiu Young Lo, Soi Tung Chu, a civil officer which has much in common with that of the local of the T'ing dynasty. It is with this official, whose headquarters are at Shiu Hing that the Hongkong Government will have to co-operate to a large extent in giving relief round Shiu Hing.

The To Tuk was kind enough to promise the use of a gunboat to the Hongkong relief officer, and he also undertook to see through the Chief of Police that any food sent from Hongkong should be forwarded at once under escort up the river to the Hongkong officer.

The three gentlemen of the T.W.K. and I returned to Hongkong that night, and on Monday, July 6, after a meeting of the Legislative Council (a report of whose proceedings has appeared in the Press) I was directed to proceed at once to Shiu Hing. The T.W.K., who had readily agreed to combine their relief funds with those of the Hongkong Government, were fortunate in getting Mr. Tong Yau Chun to go also and on Thursday, July 7, he and I found ourselves on board the two-funnelled gunboat Kong Kung which the To Tuk had placed at our disposal. We had to await Lung Toi Pan and Tang Hon Kwong, brother of the Chief of Police, who is a native of Ko Yin, a district of the Shiu Hing city, and chief of the life saving battalion and of the Canton Police. As he is well acquainted with the neighbourhood of Shiu Hing his presence should prove useful. It was not till 4.50 a.m. that we got under weigh. To-day, July 8th, at 6 a.m. we passed the Kan Kung. This is one of the chief places in a district devoted to mulberry cultivation. Its most important bank, the Song Yun Wei, has broken for the first year of To Kwong (about 1827). This bank is several miles long, connecting Kwun Shan with the Kan Kung round Sai Shiu Shan. In consequence of its bursting, the countryside is flooded over an extent of seven or eight feet from the river banks, but bad as the disaster is the distress is said not to be so great as in other places such as Ko Yin district, because Kan Kung has many rich connections, and apart from the work of the Kan Toi Kung Shu considerable individual help has been given. I saw one relief junk moored by Kan Kung, having been towed from Fatsien.

At 7 a.m. we passed Kwa Lo on the left. This village is in the Hon Shung district. All along here the mulberry trees are ruined. At 8 a.m. we reached Tai Ping Hon in the Nam Hoi district. From the high water mark clearly about two feet shown above the dovecote on some houses on the bank it could be seen that the water had dropped a good twenty feet. Further on near the Pei Wan in the Tai Shui district it had been driven for protection and the bank had not burst. Shortly

GENERAL BARKER'S FORTUNE.

The late General Sir George Digby Barker, G.C.B., aged 80, of Clare Priory, Clays, Suffolk, an Indian Mutiny veteran, for six years Governor and Commander of Bermuda, and afterwards in command of the forces at Hongkong, left £35,000. (Gen. Sir Digby Barker was Lady May's father.—Ed.)

TYPHOON WARNING.

The following telegram was received at the American Consulate General:—
Manila, 11.30 a.m. July 14.
Cyclone or Typhoon, near or over the northern Ladrones or Mariana Islands, moving W.N.W.

FURIOUS RIDING IN KOWLOON.

An Indian in Kowloon was unable to control the pony he was riding in Chatham Road yesterday, and according to the evidence of a police officer, narrowly missed an amah who was wheeling a perambulator and was in charge of two children.

The pony also left the road and mounted the grassward. The man, said the witness, had no idea of riding and when stopped gave a false name and said he had no where to live; he said he had only just arrived in the Colony. His name was ascertained from another Indian, Nathan Road and he was summoned this morning for furiously riding a pony to the danger of the public.

Defendant said he hired the pony from a Chinese and declared he was a rider. He pulled up the pony but it became frightened at some railing.

Mr. Wood imposed a fine of \$10.

after 9 a.m. Kan Shan and Kan Tai appeared on our left. This region is very populous and the destination is said to be severe. Rain has been set by the Lei Si Ling, the Military Inspector stationed at Shui Hong. This is still a mulberry growing district. The bank of the Pak Nai Wei, a little further on the right, has burst. Hitherto, it had been difficult to reach the bank, but now one cannot see above the river bank. But at Wing On where there has been a bad break in the bank, I ascended the ship's conning tower and as far as I could see to the right a vast tract of paddy land was completely submerged. To the left the near hills formed a boundary. People here are living with their water buffaloes on the top of the river bank. There must have been several deaths inland, many of the houses at one time being completely submerged.

At noon we reached Canton with relief. We arrived at Shiu Hong at 1.30 p.m. Of 24 Wai in the neighbourhood of Shiu Hong, one only has not burst—that adjoining the city itself.

Note.—When one speaks of so many different Wai, one means so many different sections under the management of different village groups above the level of the river bank.

The city itself has not been penetrated by the flood. I had a narrow escape, but by successful use of planks and earth the water had not entered the City which appears perfectly normal and has in fact not been greatly inconvenienced. The suburbs have, however, been severely flooded completely under water. Rice is on sale in the City at about \$5 per picul; I am told it is from Hongkong.

On landing, I called on Lei Si Ling. The method of relief that he and Lung Tuk Pan have been employing is to give rice to the village elders for distribution. This is a convenient method but it has obvious drawbacks. There is a tendency to overrate the destination of one's own village or group of villages, and the danger of isolated and homeless families being neglected. I have arranged with Lei Si Ling and Lung Tuk Pan to go tomorrow to a shallow draught launch on an extended visit round the neighbourhood, chiefly to the comparatively remote places. Mr. Tong Yau Chun and I will then be able to form a more definite opinion of what is necessary but at present it seems that immediate relief is not such an urgent necessity as we at one time thought, and that the repair of houses now that the water is dropping so much will very soon be very important to enable the second crop to be planted and houses to be rebuilt, and when that is done to protect them from another rising of the river this summer. To-morrow I shall be better able to judge but write this report to-night as I had hoped to reach Shiu Hing at night and you will be wanting to know how things are. There is one point that I have not mentioned. Yesterday morning from the request of Mr. Jamieson I called on Rev. Pere Forey of the Roman Catholic Cathedral in Canton. The Reverend Father is eager to do all he can in the way of distributing food round Kan Kung and in distributing food round Kan Kung. He has one boat which goes round distributing. He would like more in order to the Kan Kung district more thoroughly. I told him that Kan Kung was being well looked after. He said with conviction that what he required was biscuits, bread and native potatoes rather than rice which the people had not the wherewithal to cook. Now, this is contrary to all that I have heard from Chinese sources. The Tai Kung who assured the P.W.H. that biscuits were not convenient and I have been told of every district about which I have inquired that a cooking materials and facilities are available for the people and that rice is best as being less wasteful and more acceptable. However, as Pere Forey spoke with such conviction it may be that he has tapped fields which others have left untouched, and I suggest that supplies of biscuits might be sent to him, and possibly also money to buy or hire another boat. Mr. Jamieson would receive anything assigned to the Rev. Father and would be able to give further information. The Father offered to give every assistance in his power in the way of burning any sick or tending any epidemic, and expressed himself as proud to work with the Hongkong Government.

Weismann's

For BREAD

Weismann's

For CAKES

Weismann's

For CHOCOLATES

WHITEAWAY, LAIDLAW & Co., Ltd.

YOU SHOULD ALWAYS CARRY A PYRAMID HANDKERCHIEF. NO WELL DRESSED MAN SHOULD BE WITHOUT.



MADE FROM FINE EGYPTIAN LAWN, AND BEAUTIFULLY SOFT, WITH SWART COLOURED BORDERS. COLOURS ABSOLUTELY UNFADING.

Price \$5.00 Dozen.

PARIS GARTERS.

NO METAL TO TOUCH THE LEG! THE PAD THAT GRIPS, AND NEVER SLIPS, IN WHITE SKY, BLACK, BROWN, BLUE, GREEN.

50 Cts. Pair.

"THE CELLO"

A SOOK SUSPENDER WITH CELLULOID FITTINGS, NICE AND LIGHT, SILK WEB, IN WHITE SKY, BLACK.

Price \$1.25 Pair.

20 DES VIGUEUR ROAD, HONGKONG.

Martell's Brandies

There is nothing too good for Britain's Navy, which probably explains why the Admiralty have selected Martell's for their Fleets.

Martell's V.V.S.O.P. Superior Liqueur	
Per Case 1 dozen Quarts	\$96.00
Martell's V.S.O.P. Liqueur	
Per Case 1 dozen Quarts	64.00
Martell's Three Star Liqueur	
Per Case 1 dozen Quarts	29.00
Martell's One Star Liqueur	
Per Case 1 dozen Quarts	26.00

For Local Consumption Duty must be added to above prices.

SPECIAL TERMS GIVEN FOR LARGE ORDERS.

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Gande, Price & Co., Ltd

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8, Queen's Road Central, Hongkong.

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THE CHINA MAIL, Ltd., Wyndham Street.

STEAMERS PASSED SUEZ CANAL.

June 16, Puritan.
June 19, China, Hector, Koga Maru.
June 20, Democritus, Den of Hell, Vrengamb.
June 21, Dunbar, Inverclyde.
June 26, Gullington, Nidus.
June 30, Andania, Renova, Malka.
July 1, Atala Maru, Briparia, Omis.
July 2, Sooty, Strabon, Chaitier.
July 3, Kato Maru, Almaru, Indrag.
July 4, Prinz Ludwig, Nordney, Paul Leat.
July 5, Idanmeus, Lennax, Polymaru.
July 6, Sardinia, Tuzingon, Laomedon.
July 10, Bellerophon.

STEAMERS EXPECTED.

The P. M. S. S. Co.'s s.s. Korea, with the American Mail, sailed from Yokohama for Hongkong, via Japan Ports on Wednesday, the 8th July at noon, and is expected to arrive here on Tuesday, the 14th July.
The P. & O. S. N. Co.'s s.s. Derwent with the English Mail, left Singapore on Saturday, the 11th July, at 5.30 p.m., and may be expected to arrive here on Thursday, the 15th July, at 6 a.m. This packet brings the Parcel Mail all sea route on 10th ult., and for despatch on the 17th ult.
The N. D. L. s.s. Yorck left Colombo on Sunday, the 12th July, p.m., and may be expected here on or about Wednesday, the 22nd July.
The P. M. S. S. Co.'s s.s. Siberia with the United States Mail left Yokohama on Monday, the 13th July for Hongkong via Manila, and is expected to arrive at this port on Saturday, the 25th July.
The C. P. R. Co.'s R.M.S. Empress of Japan left Yokohama between 2 and 4 p.m. on the 4th July.

Other Vessels.

The Shire Line s.s. Den of Ruthen sailed from Shanghai on the 12th July, is due here on the 15th July.
The N. P. L. s.s. Royal left Sandakan on Sunday, the 12th July, and may be expected here on or about Thursday, the 15th July.
The L. C. S. N. Co. Ltd.'s s.s. Fookang left Singapore on the 10th July, is due here on the 15th July.
The Ben Line s.s. Benlog from Middleburg and London, left Singapore for this port on the 10th July, and may be expected to arrive here on or about the 16th July.
The Indra Line, Ltd.'s s.s. Inverclyde from Calcutta on the 5th July, and may be expected here on or about the 21st July.
The N. D. L. s.s. Prinz Waldemar left Sydney on Thursday, the 2nd July, at 3 p.m., and may be expected here on or about Saturday, the 25th July.
The Indra Line, Ltd.'s s.s. Indrag left Yokohama on the 6th July, is due here on the 25th July.
The Shire Line, Ltd.'s s.s. Den of Arle sailed from London on the 21st June, is due here on the 8th August.
The s.s. Indrag passed the Suez Canal on 7th July for Hongkong direct.
The Shire Line, Ltd.'s s.s. Cornwall sailed from Vancouver on the 24th July, is due here on the 26th August.

Latest Arrivals.

The C. P. R. Co.'s R.M.S. Empress of Russia arrived at Nagasaki at 4 p.m. on the 12th July, and left at 5 p.m. on the 13th July, due to arrive at Kobe at 5 p.m. on the 14th July.
The C. P. R. Co.'s s.s. Montevideo arrived at Kobe at noon on the 11th July, and left at 6.30 p.m. on the same day, due to arrive at Shanghai at 3.30 p.m. on the 12th July.
The H. A. L. Co. s.s. Senegambia left Singapore on the 12th July, p.m., and may be expected here on or about the 19th July, a.m.
The Back Line s.s. Dunbar left Bangkok on Monday, the 13th July, and may be expected here on the 20th July.

The C. P. R. Co.'s R.M.S. Empress of India arrived Nagasaki at 5.30 a.m. on the 12th July, and left at 3 p.m. on the same day, due to arrive at Shanghai at 8 a.m. on the 14th July.
The C. P. R. Co.'s R.M.S. Empress of Asia left Vancouver on the 9th July, a.m.
The H. A. L. Co. s.s. Emden left Hankow on the 12th July, a.m., and may be expected here on or about the 17th July.
The I. C. S. N. Co. Ltd.'s s.s. Fookang left Shanghai on the 11th July, is due here on the 15th July.
The Indra Line Ltd.'s s.s. Indrag from Sabang, is due here on the 17th July.
The Bank Line s.s. Siamia left Bangkok on Sunday, the 12th July, p.m., and may be expected here on Saturday, the 18th July, at daylight.

ROYAL OBSERVATORY.
HONGKONG DAILY WEATHER REPORT.

JULY 14, 1914.—A.M.

Station.	Hour.	Barometer at Sea Level.	Thermometer.	Humidity.	Direction.	Force.	Weather.
Victoria	7 a.m.	29.90	62	10	SW	1	1
Semur	8 a.m.	30.01	—	—	—	—	—
Alcock	9 a.m.	29.93	—	—	—	—	—
Tokio	10 a.m.	29.79	—	—	—	—	—
Kochi	11 a.m.	29.84	—	—	—	—	—
Nagasaki	12 p.m.	29.89	—	—	—	—	—
Kagoshima	1 p.m.	29.91	—	—	—	—	—
Oshima	2 p.m.	29.91	—	—	—	—	—
Naha	3 p.m.	29.87	—	—	—	—	—
Bonin Islands	4 p.m.	29.83	—	—	—	—	—
Cherbo	5 p.m.	29.82	—	—	—	—	—
Wei-hai-wei	6 p.m.	29.82	—	—	—	—	—
Hankow	7 p.m.	29.82	—	—	—	—	—
Ichang	8 p.m.	29.82	—	—	—	—	—
Shanghai	9 p.m.	29.67	60	—	SE	4	4
Guangzhou	10 p.m.	29.50	78	—	SE	11	11
Amoy	11 p.m.	29.42	78	—	SE	11	11
Swatow	12 a.m.	29.35	78	—	SE	9	9
Taiwan	1 a.m.	29.82	—	—	—	—	—
Pescadore	2 a.m.	29.82	—	—	—	—	—
Canton	3 a.m.	29.54	83	—	SE	9	9
Hongkong	4 a.m.	29.54	83	—	SE	9	9
Gap Rock	5 a.m.	29.54	83	—	SE	9	9
Macao	6 a.m.	29.55	82	—	SE	9	9
Wuchow	7 a.m.	29.55	82	—	SE	9	9
Peking	8 a.m.	29.56	79	—	SE	9	9
Shanghai	9 a.m.	29.67	60	—	SE	4	4
Taiwan	10 a.m.	29.82	—	—	—	—	—
Pescadore	11 a.m.	29.82	—	—	—	—	—
Canton	12 p.m.	29.54	83	—	SE	9	9
Hongkong	1 p.m.	29.54	83	—	SE	9	9
Gap Rock	2 p.m.	29.54	83	—	SE	9	9
Macao	3 p.m.	29.55	82	—	SE	9	9
Wuchow	4 p.m.	29.55	82	—	SE	9	9
Peking	5 p.m.	29.56	79	—	SE	9	9
Shanghai	6 p.m.	29.67	60	—	SE	4	4
Taiwan	7 p.m.	29.82	—	—	—	—	—
Pescadore	8 p.m.	29.82	—	—	—	—	—
Canton	9 p.m.	29.54	83	—	SE	9	9
Hongkong	10 p.m.	29.54	83	—	SE	9	9
Gap Rock	11 p.m.	29.54	83	—	SE	9	9
Macao	12 a.m.	29.55	82	—	SE	9	9
Wuchow	1 a.m.	29.55	82	—	SE	9	9
Peking	2 a.m.	29.56	79	—	SE	9	9
Shanghai	3 a.m.	29.67	60	—	SE	4	4
Taiwan	4 a.m.	29.82	—	—	—	—	—
Pescadore	5 a.m.	29.82	—	—	—	—	—
Canton	6 a.m.	29.54	83	—	SE	9	9
Hongkong	7 a.m.	29.54	83	—	SE	9	9
Gap Rock	8 a.m.	29.54	83	—	SE	9	9
Macao	9 a.m.	29.55	82	—	SE	9	9
Wuchow	10 a.m.	29.55	82	—	SE	9	9
Peking	11 a.m.	29.56	79	—	SE	9	9
Shanghai	12 p.m.	29.67	60	—	SE	4	4
Taiwan	1 p.m.	29.82	—	—	—	—	—
Pescadore	2 p.m.	29.82	—	—	—	—	—
Canton	3 p.m.	29.54	83	—	SE	9	9
Hongkong	4 p.m.	29.54	83	—	SE	9	9
Gap Rock	5 p.m.	29.54	83	—	SE	9	9
Macao	6 p.m.	29.55	82	—	SE	9	9
Wuchow	7 p.m.	29.55	82	—	SE	9	9
Peking	8 p.m.	29.56	79	—	SE	9	9
Shanghai	9 p.m.	29.67	60	—	SE	4	4
Taiwan	10 p.m.	29.82	—	—	—	—	—
Pescadore	11 p.m.	29.82	—	—	—	—	—
Canton	12 a.m.	29.54	83	—	SE	9	9
Hongkong	1 a.m.	29.54	83	—	SE	9	9
Gap Rock	2 a.m.	29.54	83	—	SE	9	9
Macao	3 a.m.	29.55	82	—	SE	9	9
Wuchow	4 a.m.	29.55	82	—	SE	9	9
Peking	5 a.m.	29.56	79	—	SE	9	9
Shanghai	6 a.m.	29.67	60	—	SE	4	4
Taiwan	7 a.m.	29.82	—	—	—	—	—
Pescadore	8 a.m.	29.82	—	—	—	—	—
Canton	9 a.m.	29.54	83	—	SE	9	9
Hongkong	10 a.m.	29.54	83	—	SE	9	9
Gap Rock	11 a.m.	29.54	83	—	SE	9	9
Macao	12 p.m.	29.55	82	—	SE	9	9
Wuchow	1 a.m.	29.55	82	—	SE	9	9
Peking	2 a.m.	29.56	79	—	SE	9	9
Shanghai	3 a.m.	29.67	60	—	SE	4	4
Taiwan	4 a.m.	29.82	—	—	—	—	—
Pescadore	5 a.m.	29.82	—	—	—	—	—
Canton	6 a.m.	29.54	83	—	SE	9	9
Hongkong	7 a.m.	29.54	83	—	SE	9	9
Gap Rock	8 a.m.	29.54	83	—	SE	9	9
Macao	9 a.m.	29.55	82	—	SE	9	9
Wuchow	10 a.m.	29.55	82	—	SE	9	9
Peking	11 a.m.	29.56	79	—	SE	9	9
Shanghai	12 p.m.	29.67	60	—	SE	4	4
Taiwan	1 p.m.	29.82	—	—	—	—	—
Pescadore	2 p.m.	29.82	—	—	—	—	—
Canton	3 p.m.	29.54	83	—	SE	9	9
Hongkong	4 p.m.	29.54	83	—	SE	9	9
Gap Rock	5 p.m.	29.54	83	—	SE	9	9
Macao	6 p.m.	29.55	82	—	SE	9	9
Wuchow	7 p.m.	29.55	82	—	SE	9	9
Peking	8 p.m.	29.56	79	—	SE	9	9
Shanghai	9 p.m.	29.67	60	—	SE	4	4
Taiwan	10 p.m.	29.82	—	—	—	—	—
Pescadore	11 p.m.	29.82	—	—	—	—	—
Canton	12 a.m.	29.54	83	—	SE	9	9
Hongkong	1 a.m.	29.54	83	—	SE	9	9
Gap Rock	2 a.m.	29.54	83	—	SE	9	9
Macao	3 a.m.	29.55	82	—	SE	9	9
Wuchow	4 a.m.	29.55	82	—	SE	9	9
Peking	5 a.m.	29.56	79	—	SE	9	9
Shanghai	6 a.m.	29.67	60	—	SE	4	4
Taiwan	7 a.m.	29.82	—	—	—	—	—
Pescadore	8 a.m.	29.82	—	—	—	—	—
Canton	9 a.m.	29.54	83	—	SE	9	9
Hongkong	10 a.m.	29.54	83	—	SE	9	9
Gap Rock	11 a.m.	29.54	83	—	SE	9	9
Macao	12 p.m.	29.55	82	—	SE	9	9
Wuchow	1 a.m.	29.55	82	—	SE	9	9
Peking	2 a.m.	29.56	79	—	SE	9	9
Shanghai	3 a.m.	29.67	60	—	SE	4	4
Taiwan	4 a.m.	29.82	—	—	—	—	—
Pescadore	5 a.m.	29.82	—	—	—	—	—
Canton	6 a.m.	29.54	83	—	SE	9	9
Hongkong	7 a.m.	29.54	83	—	SE	9	9
Gap Rock	8 a.m.	29.54	83	—	SE	9	9
Macao	9 a.m.	29.55	82	—	SE	9	9
Wuchow	10 a.m.	29.55	82	—	SE	9	9
Peking	11 a.m.	29.56	79	—	SE	9	9
Shanghai	12 p.m.	29.67	60	—	SE	4	4
Taiwan	1 p.m.	29.82	—	—	—	—	—
Pescadore	2 p.m.	29.82	—	—	—	—	—
Canton	3 p.m.	29.54	83	—	SE	9	9
Hongkong	4 p.m.	29.54	83	—	SE	9	9
Gap Rock	5 p.m.	29.54	83	—	SE	9	9
Macao	6 p.m.	29.55	82	—	SE	9	9
Wuchow	7 p.m.	29.55	82	—	SE	9	9
Peking	8 p.m.	29.56	79	—	SE	9	9
Shanghai	9 p.m.	29.67	60	—	SE	4	4
Taiwan	10 p.m.	29.82	—	—	—	—	—
Pescadore	11 p.m.	29.82	—	—	—	—	—
Canton	12 a.m.	29.54	83	—	SE	9	9
Hongkong	1 a.m.	29.54	83	—	SE	9	9
Gap Rock	2 a.m.	29.54	83	—	SE	9	9
Macao	3 a.m.	29.55	82	—	SE	9	9
Wuchow	4 a.m.	29.55	82	—	SE	9	9
Peking	5 a.m.	29.56	79	—	SE	9	9
Shanghai	6 a.m.	29.67	60	—	SE	4	4
Taiwan	7 a.m.	29.82	—	—	—	—	—
Pescadore	8 a.m.	29.82	—	—	—	—	—
Canton	9 a.m.	29.54	83	—	SE	9	9
Hongkong	10 a.m.	29.54	83	—	SE	9	9
Gap Rock	11 a.m.	29.54	83	—	SE	9	9
Macao	12 p.m.	29.55	82	—	SE	9	9
Wuchow	1 a.m.	29.55	82	—	SE	9	9
Peking	2 a.m.	29.56	79	—	SE	9	9
Shanghai	3 a.m.	29.67	60	—	SE	4	4
Taiwan	4 a.m.	29.82	—	—	—	—	—
Pescadore	5 a.m.	29.82	—	—	—	—	—
Canton	6 a.m.	29.54	83	—	SE	9	9
Hongkong	7 a.m.	29.54	83	—	SE	9	9
Gap Rock	8 a.m.	29.54	83	—	SE	9	9
Macao	9 a.m.	29.55	82	—	SE	9	9